South Coast
Air Quality Management District

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Federal Surface Transportation Reauthorization Legislation
SOUTH COAST AQMD
STATEMENT OF PRINCIPLES
As Approved by AQMD Governing Board September 5, 2008

The following are general principles for the development of federal surface transportation reauthorization legislation which will be the successor legislation to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) adopted into law in 2005.

I. **Transportation Sources and Air Pollution**
Provisions should be included in the surface transportation reauthorization bill which improve air quality and reduce health impacts on the public.

II. **Congestion Relief and Air Quality**
Transportation projects designed to reduce congestion must also be designed to help improve air quality.

III. **Projects with Specific Air Quality Benefits**
Programs in the bill should ensure that a sizeable portion of federal transportation funds should be reserved for purposes that are designed to substantially reduce air pollution in the transportation sector.

IV. **Conformity Provisions Must Be Strengthened**
Efforts should be made to strengthen existing "transportation conformity" requirements so they implement all feasible emission reductions and achieve the reductions needed for long-term air quality attainment.

V. **Funded Projects Should Achieve Emissions Benefits Commensurate with Regional Air Quality Needs.**
Pollution reductions should be sufficient so that the transportation sector contributes its fair share to timely attainment of National Ambient Air Quality Standards. Needed emission control actions may vary by area with the most aggressive emission controls required in the most highly polluted areas.

VI. **Clean Current Facilities Before Allowing Future Infrastructure**
Private entities or facilities (such as ports or freight rail facilities) must control emissions from existing facilities and mobile sources before they benefit from programs or expenditure of funds to develop new infrastructure.

VII. **Urge Zero-Emission Technologies in "Extreme" Ozone Nonattainment Areas**
Due to the large additional emission reductions needed in Extreme Ozone nonattainment areas, programs should be established for projects that utilize zero emission technologies, including, but not limited to, electrification.

VIII. **GHG Emissions and Criteria Pollutants**
Projects that reduce or offset greenhouse gas emissions, or contribute to a set-aside-fund for GHG reduction, should be included and efforts to reduce greenhouse gas emission levels should be undertaken in concert with efforts to reduce criteria and toxic pollutants. Actions to produce GHG offsets should not result in greater emissions of toxic or criteria pollutants.

IX. **Authorize Projects Reducing Emissions**
Priority consideration should be made to authorize funding for projects that support the long-term attainment needs of an area, including, but not limited to programs that
- include or facilitate the use of public transit and high-speed rail,
- are built with the cleanest construction equipment available, and
- include the use of low-emission equipment where state and local governments would be preempted from requiring emission controls.

X. **Funding Requirements**
Programs that achieve transportation goals should de designed with requirements, conditions, or even mandates that ensure that projects funded through those programs achieve documented air quality benefits.

XI. **Funding sources**
Alternative and creative sources of funding which increase the amount of funds allocated for surface transportation and/or air quality should be encouraged.

XII. **Air Quality Agency Participation in Decision-Making Process.**
Decisions to fund projects or programs should be made with involvement by state air quality agencies or, in states which have local air quality agencies, by such local agencies and such funding must be consistent with the respective State Implementation Plan. At a minimum, air agencies should approve emissions impact estimates and determine compliance with air quality funding criteria, such as those specified above.